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FAA-00-8328-5

Bob O'Haver, AFS-820
800 Independence Ave. S.W.
Washington, DC 20591



December 30, 2001

Dear Mr. O'Haver,

In view of the new Popular Rotorcraft Association NPRM Committee letter dated December 19, 2001, I would like to withdraw the earlier petition dated January 23, 2001 a copy of which is enclosed.

Thank you for your attention to this matter.



Ronald J. Menzie
2715 S. Main
Searcy, AR 72143

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January 22, 2001

Sirs:

On behalf of the Popular Rotorcraft Association I am submitting a request for amendment to exemption number 5209 F

At the time this exemption was approved there were only two commercial flight schools operational in the U.S. Don Farrington in Kentucky and Jim Mayfield in Arizona. Both utilizing standard certificated gyroplane Air & Space 18A

The original approval for exemption is limited to the following training:

- A. Recreational pilot
- B. Private pilot
- C. Biennial flight reviews
- D. Maintaining and improving pilot skills and proficiency

Presently there are no commercial flight schools that have certificated gyroplanes conducting commercial and/or flight instructor training in the U.S.

The industry does not have the ability to train commercial or flight instructors without the exemption being modified.

There are no certificated training gyroplanes currently being produced, nor are there any on the drawing boards. The majority of the certificated training gyroplanes in use today are operating under an experimental certificate. There would be no economic advantage over manufactured training gyroplanes by allowing the use of experimental certificated gyroplanes to conduct training.

By allowing the use of experimental certificated gyroplanes for commercial and flight instructor training under the provisions of exemption 5209 F would ensure standardization and enhance safety. The training under the current provisions of the exemption has helped in the reduction of the number of accidents in the gyroplane community.

With the increasing number of gyroplane kit manufactured and the need for C.F.I.'s The PRA feels that the expansion of the provisions of the current exemption to include commercial and flight instructor training will do nothing but ensure the continued improvement of the safety record of gyroplane training and flight.

Respectfully,

Ron Menzie

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